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Stereotype and Contract
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HONGKONG, PHILIPPINE ISLANDS

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD. LONDON.
DODWELL & CO., LIMITED.
General Managers.

NEW SERIES No. 1331. 日九廿月八年五十二緒光

TUESDAY, OCTOBER 3, 1899.

二拜禮

號三月十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL (SUBSCRIBED AND PAID-UP) Yen 12,000,000
RESERVE FUND " 7,300,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
YOKOHAMA. LONDON.
HONGKONG. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

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Today's
Advertisements.

PARTICULARS

THE VERY VALUABLE CROWN LEASEHOLD PROPERTY.
Situate in VICTORIA CENTRAL, Hongkong, with splendid frontages on Peel Street, Wellington Street and Stanley Street.
To be sold by
PUBLIC AUCTION.
in Four Lots,
on
MONDAY, the 16th day of October, 1899,
at 3 P.M.
At the Premises,
by
Messrs. HUGHES & HOUGH,
Auctioneers.

ALL those of the very valuable Messuages and Premises known as Nos. 1, 3, 5 and 7, Peel Street situate on the Remaining Portion of INLAND LOT No. 164. The Lot is held direct from the Crown for the residue of the Term of 75 years and for the further Term of 924 years granted therein subject to the payment of the rents and to the performance of the covenants in the Crown Lease and Extension reserved and contained.
For further Particulars and Conditions of Sale, apply to
Messrs. WILKINSON & GRIST,
Solicitors,
and
Messrs. HUGHES & HOUGH,
Auctioneers.

Hongkong, 3rd October, 1899. [1250a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.
"CHELYDRA."
Captain Davies, will be despatched as above on SATURDAY, the 7th instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 3rd October, 1899. [1250a]

CHINA NAVIGATION COMPANY, LIMITED.
SWATOW AND TIENSIN.

THE Company's Steamship.
"NANCHANG."
Captain Finlayson, will be despatched as above on TUESDAY, the 10th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd October, 1899. [1250a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship.
"CHELYDRA."
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 5th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 22nd April, 1892. [1493]

Intimation.



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1874.

IMPORTERS OF HIGH-CLASS BRANDIES.

- Per Doz.
- A.—Hennessy's Old Pale, Red Capsule - - - - - \$18
 - B.—Superior Very Old Cognac Red Capsule - - - - - \$21
 - C.—Very Old Liqueur Cognac - - - - - \$24
 - V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$36
 - V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - \$48

All our Brandy is guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.
QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 3, 1899.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

RESULT OF THE CABINET COUNCIL.

LONDON, October 3rd.

Friday's Cabinet Council, in the absence of a reply from the Transvaal to Mr. Chamberlain's last despatch, agreed to draft a despatch formulating their own proposals which will probably be communicated to the Transvaal in a few days.

Parliament will be summoned to consider the situation. Military movements are kept secret but the Evening papers report that the Cabinet decided to despatch an Army Corps to South Africa immediately.

The Commandants of the Australian Colonies (except New Zealand) are sitting at Melbourne to discuss the equipment and despatch of the forces for South Africa.

The British and Boers are largely concentrating on the Northern frontier of Natal. General Joubert and staff, and 4,500 men including 500 Germans have arrived at Volksrust. Two thousand Boers have been mobilised on the frontier near Mafeking and a camp has been established at Vryheid where the Boers are mobilising in great force. Hostilities are regarded as imminent and all the Natal local forces have gone to the Northern frontier.

(From Japanese Papers.)

The Japanese Settlement at Fochow.

TOKYO, September 24th.

A notification was issued to-day by the Foreign Office announcing that the conventions relating to the Japanese settlement at Fochow concluded between Japan and China on the 17th inst., have been approved and will be given effect immediately.

The Foreign Office has received a telegram stating that the total area of the Japanese settlement at Fochow is 21,000 *tsubo*, comprising 17,000 *tsubo* at Fuchai and 4,000 *tsubo* at Shichuan, and the Taotai has issued a public notification of the delimitation of the settlement.

On the 14th inst., the Russian Government addressed a very strong representation to the Korean Government, in which it was alleged that more than half of the land at Masan-poo, which the Russian authorities desired to purchase, had been bought by foreigners of other nationalities. This was the result of negligence on the part of the Korean Government, as the purchase of the land was previously demanded by Russia. Should the Korean Government fail to take proper measure and satisfy Russia, decisive action would be taken.

The Korean Government replied to this despatch on the following day, stating that it was arranged that landowners should be at liberty to sell to foreigners within one year of Masan-poo, and it was impossible for the Korean Government to interfere in the matter. The sale of the land at Masan-poo was not the result of any negligence on the part of the Korean Government.

The Fire at Hakodate.

TOKYO, September 18th.

The disastrous fire at Hakodate, originated in the combustion of alcohol in a *shiki* manufactory. The principal buildings destroyed are the temples of Western Hongkong, Shin Zonjoku, Gwanjoku, Higashikawa elementary school, Gendarmier Station, Bazaar, etc. The sufferers are quartered in a theatre and are receiving relief from the mayor. The losses of the insurance offices are not yet precisely ascertained, but the amount so far known is Yen 80,000 for the Meiji Insurance and Yen 20,000 for the Tokyo Fire Insurance and Yen 5,000 for the Meiji Insurance.

The Attitude of the Stock Exchange.

TOKYO, September 22nd.

A London telegram which reached a bank at Yokohama to-day states that the dispute with the Transvaal has become acute, and the money market in London is much disturbed. The Stock Exchange has practically taken a holiday, no business being done.

The N.Y.K. Debentures.

TOKYO, September 22nd.

The Nippon Yusen Kaisha will redeem its debentures to the amount of Yen 1,200,000 on the 10th inst. The drawing of numbers was held to day at 10 a.m. in the head office.

A Tidal Wave.

YAMAGUCHI, September 21st.

A tidal wave was experienced at Tsuno district, Suwa province, on the morning of the 19th inst. The embankment on the beach was broken, and over 20 houses were flooded. Damage has been done to the rice crops.

The Japanese Settlement at Fochow.

TOKYO, September 19th.

The Convention relating to the Japanese Settlement at Fochow consists of twelve Articles, a special agreement of five Articles being annexed. The term of lease is for thirty years, renewable at the expiration of that time.

More Warships for Amoy.

TOKYO, September 19th.

The dispatch boat *Fayama* has been ordered to proceed to Amoy, at the request of the Foreign Office. She left Sasebo to-day.

A telegram has reached the Government stating that the gunboat *Totsuta* left Shanghai for Amoy to-day.

The Seoul-Chemulpo Railway.

CHEMULPO, September 18th.

The opening ceremony of the Seoul-Chemulpo Railway was held to-day. Some 200 invited guests came down from Seoul to take part in the ceremony, the guests including the Ministers of State, Foreign Representatives and other foreigners and Koreans.

The Italian Demands on China.

PEKING, September 21st.

The Chinese Government has replied to the Italian Government to the effect that it is impossible for China to grant any of the demands of the Italian Government to work the mine at Ninghai.

France and China.

PEKING, September 21st.

France contemplates including in the limits of the district leased by her the two islands lying at the mouth of Kwangchow Bay.

In the last telegram the line of railway demanded by France was stated to be from Lungchow for Nanning. This is a mistake for from Cheungang (?) to Nanning the line will be a narrow-gauge one.

Russia in Korea.

TOKYO, September 22nd.

A Seoul dispatch to the *Asahi* of the 21st inst., announces that the Russian Government is making strong efforts to purchase the land allotted as the site for the station at Fusan on the Seoul-Fusan Railway.

The Amoy Disturbance.

TOKYO, September 21st.

A telegram has been received by the Government, stating that the Taotai of Amoy has been dismissed from his office. His successor is expected to arrive before the end of this month.

The Ginseng Trouble.

TOKYO, September 21st.

Mr. Li Yoi-ki, the Inspector of the *ginseng* trade, and Mr. McL. Brown, Chief Commissioner of the Korean Customs, have been making strong efforts for the purchase of *ginseng*. According to a telegram reaching the Government, Mr. Li Yoi-ki, upon the advice of Mr. Brown, has paid Yen 100,000 to the owners of the *ginseng* plantations as security, and thus almost 80 or 90 per cent. of the root has been bought up. Japanese merchants are now following their hands, as they can do nothing.

It was difficult to obtain so much money at one time as was paid to the *ginseng* growers, and the sum paid over includes the raw material imported for coining nickel coins, valued at some Yen 50,000, and an amount lent from the Customs receipts by Mr. Brown.

Fire on the "America-maru."

TOKYO, September 21st.

Yesterday Mr. Miyabara, a surveyor in the Mercantile Marine Bureau, and Lloyd's surveyor inspected the *America-maru*. It was definitely ascertained that the fire originated in the coal bunkers. The sum of Yen 500 will cover the cost of repairs to the vessel, and the damage to the cargo is believed to be slight. It is privately stated that the steamer will leave for San Francisco on the 26th instant.

The Situation at Amoy.

TOKYO, September 16th.

There are signs of disturbance again at Amoy, where placards are being posted urging the people to rise and expel the Japanese. Under these circumstances, blue-jackets have been landed from the cruiser *Takachiko* to guard the Japanese Consulate.

It was arranged that the graves of the Chinese within the limits of the proposed Japanese Settlement should be removed on payment of Yen 5 for each grave. But this arrangement will not be carried out immediately. The graves will only be removed as the land is taken up by Japanese who go to settle there.

Embezzlement from the Tokyo Electric Light Co.

TOKYO, September 18th.

It has been discovered that blank notes signed by Mr. Kintaro Masamune, the President of the Electric Light Company, have been appropriated and Yen 50,000 drawn from the 27th, 28th and 29th instalments. The cashier of the company, named Hayashi Toji, aged 33, has confessed that he took the money and spent it for his own purposes. It has been decided that the property of Hayashi, which is valued at some Yen 15,000, shall be confiscated, and the balance of Yen 35,000 paid by the directors, on the ground that the delinquency was due to the directors' carelessness. Mr. Ota, the head of the financial department, and Mr. Hayakawa, chief accountant, have resigned.

WEATHER REPORT.

The Observatory report says:

On the 3rd at 11.45 a.m. the barometer continues to fall slowly on the China coast. The low pressure area in the Pacific seems to be moving slowly, at present in a W.N.W. direction towards the South of Formosa, but it will probably fill up or recur. Pressure remains high over the interior of China. Gradients moderate to rather steep, with N. and N.E. gales in the Formosa Channel and N.E. part of the China Sea. FORECAST:—Moderate N. winds; fine.

LOCAL AND GENERAL.

THE number of cases of communicable diseases which have been notified as occurring in the Colony of Hongkong, during the week ended the 30th September, 1899 are:—Dysentery, plague, 2.

THE universal lock-out in Denmark continues, no settlement having been effected. The number of men involved is now 80,000. The federated employers demand that future agreements with labour unions, shall be national, and not merely local.

THE *Daily Chronicle* announces that Mr. Henry Norman has been unanimously recommended by the committees of the local Liberal Associations as a candidate for the College Division of Glasgow. Mr. Norman is strong on the imperial side of our politics, and his travels in China, in Siam, and in Eastern Europe make him an expert in Near and Far Eastern questions.

THE *Utopia* states that the recent non-westerners at Nanking succeeding many days of rain have been most disastrous to the farmers of that prefecture. Thousands of *mow* of late autumn crops have been blown down, and owing to the inundated condition of the country the grain has either rotted or sprouted. A severe famine is therefore expected in the winter and also next spring, unless outside help be obtained.

THE *Echo de Chine* of the 28th September says that war is imminent in the Transvaal owing to the incessantly renewed demands of Great Britain.—General Delanne replaces the late General Brault in the command of the Staff.—The French Colonial Office is actively engaged with the means to be put at the disposition of the French colonies in Western Africa, when that work is finished the delimitation of the frontiers of the Sudan will be taken up.

We made a slight error in our report of a gentleman being bitten by a dog in Beaconsfield Arcade.

ON the 28th Sept. the remains of Mrs. Yen, relict of the late Rev. Y. C. Yen of the American Episcopal Mission, were interred in the Christian section of the West Gateburial ground, Shanghai. The services were performed at the Church of Our Saviour, Hongkong, and a large number of relatives and friends, including several foreigners, attended.

WE understand that a Cremation Society is in process of formation in Hongkong the first step to be taken by which will be the collecting of information from other Cremation Societies, with a view to ascertain the different types of Cremation apparatus, the respective costs of such apparatus, the plans of different Crematoriums, the cost of cremating, etc.

MR. W. Rollinson, the representative of the well known firm of Sieber, Seals & Co. (of Sheffield), the great steel manufacturers of England, left by the N. Y. K. *Hiroshima-maru* to-day for Singapore, but will return to Hongkong shortly, where he hopes to be able to offer facilities for supplying engineering firms at a cheap rate for the best articles procurable.

MR. MacNaughton, the out-door agent of the Equitable Life Assurance Company, who has been very successful amongst the shipping fraternity of Hongkong, and who is highly esteemed in the Colony, left to-day on the *China* for Shanghai, where he relieves another member of a branch of one of the most prosperous and paying Insurance Companies of the United States.

MR. BROWIE, who was recently in Shanghai in connection with the formation of the much needed steam laundry, has secured the contract for laying down a complete electric installation for the Astor House. Mrs. Jansen, the proprietress, we are informed, closed for 7.500. Mr. Browie is on his way to America and it is expected that the installation will be completed before the end of the year.

A CANTON dispatch reports that more than half of the members of the *Ikim* service in that city have recently resigned, as a protest against Kang Y's arbitrary demands for contributions, and that so obnoxious has the Lord High Executioner made himself that double guards have had to be detailed to protect his residence. Kang Yi is even reported to have said in this connection that he would be lucky if he succeeded in returning to Peking alive.

IT is expected that the next half-yearly report of the Nippon Yusen Kaisha will show a very flourishing state of affairs. During March, April, and May business was somewhat slack, but from June it became exceptionally brisk, and in addition to obtaining full freights, the Company found its expenses reduced by about three hundred thousand *yen*, in consequence of the diminished cost of coal. Thus the rate of dividend will probably be 9 per cent. and may be as much as 10.

THE Royal Engineer Variety Club gave their repeat concert last night to a crowded and enthusiastic house. In our report of Saturday's concert we omitted to mention Mr. Stanton's song "The Storm Wind," which was very well received, his turn not being on the programme was the cause of the omission. The same programme was given as on Saturday and, if possible, was better received than on the previous night, the actors feeling more at home in their several parts.

A LARGE and representative gathering of native gentry, notables, merchants, and comrades of foreign firms assembled at the new Mixed Court, North Cheking Road, Shanghai, yesterday afternoon, at 3 o'clock, reports the *N. C. Daily News* of September 29th. The occasion was the presentation by these people to his Worship Weng, Magistrate of the Mixed Court, of a number of gifts in token of the gratitude and respect of the Chinese inhabitants of Shanghai for his strict integrity and fairness in all matters coming under his jurisdiction, during his incumbency of the Mixed Court.

THE tennis match between the representatives of the Country Club and the Shanghai Cricket Club was concluded yesterday in the grounds of the former, says the *N. C. Daily News* of 29th September. Messrs. White and Biron (Country Club) beat Messrs. Hudson and Carruthers by two sets to love, and Messrs. McLaren and W. H. Moule (S. C. C.) beat Messrs. Johnston and Bullard by two sets to one. There was a large attendance and excellent play all round. The result of the two days' play resulted in a win for the Country Club by 56 games to 54 on the part of the Cricket Club; the total sets won by each club being equal. This, it may be noted, is the first victory for the Country Club for about ten years past.

THE following "explanation" of the Boer Franchise Law appears in the *Press of Pretoria* as from an Irish correspondent.—Look here, if a man comes into the country before the law is passed, he can get the franchise nine years after he has been seven years in the country, five years after the law was passed, or within five years after he has been here seven years, provided he came here nine years ago, provided he can prove to the satisfaction of the Fieldcornet, the Commandant, the State Secretary, the State Attorney, and the Under Secretary of the Green Tape and Sealing Wax Office, that he has always been a man of good character, and never played less than penny naps. He must then give six months' notice that he intends to apply five years after he has been here nine years, or two years after he has been here seven years, and the Fieldcornet shall then take his name and address and forward the same to the Commandant, who shall forward it to the Landrost, who shall forward it to the State Secretary, who shall call a special meeting of the Executive Council of once. The thing is as clear as mud. I can't see what all this fuss is about.

VESSELS leaving Singapore westward in the early part of September had, rather a rough time of it between there and Colombo, owing to the prevalence of bad weather in the Indian Ocean.

A number of cargo steamers from Java to America were delayed three or four days, including the *Ashton*, the *St. Giles*, the *Dillon Hall*, the *St. Bede* and the *Bendi*.

REUTER'S AGENCY states that in consequence of the important discovery of Dr. Ronald Ross of the malarial mosquito, Dr. Fielding Ould, who has been much engaged in private research in connection with the Liverpool School of Pathology, under Professor Boyce, will go out to Sierra Leone to aid in the investigation of the matter. He will leave Liverpool by the Elder, Dempster steamer *Biafra* on Saturday, September 2nd.

A MEETING of members of the Singapore Rifle Association was held at the Drill Hall, on the 21st. Major Murray presided over a moderate attendance. The following were elected as the committee: Major Murray, Captain St. Clair, Gunner Linton, Mr. Fittock, with Lieut. Hilton as secretary and treasurer, and another to be yet nominated. It was decided that the future working of the Association be left in the hands of the committee, and rules, &c., will shortly be delivered to the members of the Association.

A CERTAIN popular lady novelist has attained to the dignity in Australia of having a race-horse named after her. An incident at the Melbourne City Police-court has brought the fact into prominence. A constable was giving evidence in a case of alleged illegal betting. "He said he backed Merry Gorilla," observed the witness. "Merry Gorilla?" exclaimed the presiding magistrate; "I never heard of a horse with such a peculiar name." "He means Marie Correll," explained the prosecuting lawyer.

MAYSON and Lowe in the six-sided football games of the H. F. C. yesterday drew, with no score. C. Kew, however, beat Lieut. Greene by one goal to nil. We understand that a new player by the name of Hall shaped very well. It appears to us that the Club will find it somewhat difficult in arranging the teams this season, owing to the influx of new members, for it will hardly seem fair to discard those who played so heroically last year. The Club, however, will be thoroughly justified in omitting any of last year's members if any of the new are superior.

HONGKONG RIFLE ASSOCIATION.

After a series of competitions extending over several months the range handicap Cup was finally won on Saturday last by Mr. Sergt. Blair with a score of 94, being only 6 points off possible. This closes the Subscription Cup competitions, and practice for the Interport Match will now commence in earnest. There were 23 entries on Saturday. Following are the best scores.

	300	600	H'cup Total
Mr. Sergt. Blair	47	47	94
Mr. Pidgeon	45	44	89
Mr. Marshall	46	44	90
Sergt. Bowers, R.E.	47	43	90
Corpl. Jones, R.E.	41	43	84
Corpl. Hills, R.E.	45	44	89
C. S. Wallace, R.E.	46	37	83
Mr. Klinek	42	37	79

Winners of Spoons.

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

Hongkong, 3rd October, 1899.

Messrs. Lutgens, Kinsman & Co., the General Agents of the Great Eastern and Caledonian Gold Mining Co., Limited, have received the following report from the mines, written by Mr. Thomas Cash:—

Since my last report there is nothing fresh to mention now, only at the Caledonian Mine. The drive north of old main underlie shaft has been extended a further distance of 12 feet making total length from old face 30 feet. The reef is very well defined and is still five feet wide and carries a very good hanging wall. The stone in the face according to mortar prospects will yield about 8 dwts. of gold per ton; it is almost impossible to judge the value of such a big reef without making a test crushing of say (200) two hundred tons. At present there is over 80 tons of stone at grass and as soon as the new cams have been put on the battery there will be sufficient stone out to make the test crushing. I have every reason to believe this mine will prove payable when it is put in working order by sinking the air shaft and driving the main levels North and South at the bottom of the New Main Shaft.

The Main drive North has been extended (3) three feet making total length from main shaft 87 feet. There are still two reefs in the face. The one on the footwall is about 10 inches, each reef carries about 6 dwts. of gold per ton. A prospecting drive has been put in south 14 feet on a reef 15 inches wide which shows gold very freely. No. 2 slope North on the main reef is 45 feet long by 42 feet high. No. 2 slope is 29 feet long by 61 feet high. As regards the reef and prospects of same, there is nothing fresh since my last report. Mr. Georg has decided to stop all work on this line of reef as he thinks there is not sufficient capital to carry on the necessary development work. The result of the crushing from the different mines on this line of reef, namely, Bank of England, Rise and Shine and Zulu will be known, I think, tomorrow. I am sorry to say judging from the amalgam taken from the battery copper plates, the crushing will not yield as well as I expected it would. I fully expected an average of not less than one ounce of gold per ton from this line of reef. All the stone taken out from this line of reef from the surface to say 10 feet has yielded from one to three ounces per ton. It seems that at the depth we are now down, there is no body in the gold; both to the eye and mortar prospects the quantity of gold is in the stone, but the quantity must be very poor. I have certainly done my best to work in the interest of the shareholders; but through the poorness of the gold at the present level, I have been deceived. No doubt the gold is in the stone, but it will not yield like it looks and prospects. The battery and all machinery are running very well, there is no lost time whatever.

THE PLAGUE.

Cases reported to 2nd instant 1471.

Do. do. during past 24 hours 0.

Total 1471.

Deaths reported to 2nd instant 1413.

Do. do. during past 24 hours 0.

Total 1413.

SHANGHAI MUNICIPAL COUNCIL.

At a meeting of the Council held in the Board Room on Wednesday, the 13th of September, 1899, there were present:—Messrs. E. A. Hewitt (acting Chairman), R. Inglis, H. R. Kincaid, J. Prentice, E. Quackenbush, and the Assistant Secretary.

The usual formal business is transacted.

Delinquent Rates.—The following are submitted and ordered for publication:—

ABSTRACT OF ENGINEER'S REPORT FOR AUGUST.

Drill Hall.—A commodious room (with kitchen and serving room attached) measuring 154ft. x 34ft. and capable of seating about 400 persons has been erected on a part of the upper floor of the Chinese Markets adjoining the Drill Hall. This room will be available for supper and other purposes.

Victoria Fire Station.—These premises in the Soochow Road on the west side of the chappo Road Bridge approach are now completed and occupied. Accommodation is provided for an engine and a hose reels and there is stabling for 4 ponies.

Hayride Police Station.—The contract for this work was signed on the 18th of August and the foundations of the building are now being put in.

Health Department Office.—Plans are in course of preparation for submission to the Council for a proposed block of offices for the Health Department including Sanitary Offices, Pasteur Institute, etc., with quarters over, to be erected on the western portion of the Council's compound, fronting Honan Road.

Quarry.—The work of getting through to the good rock and extending and improving the face of the large Hill Quarry has been pushed forward to a considerable extent, over 150,000 tons of decomposed rock having been blasted away during the month. The heavy rains have rather delayed the erection of the Assistant Overseer's bungalow; but given fine weather the work should soon be completed.

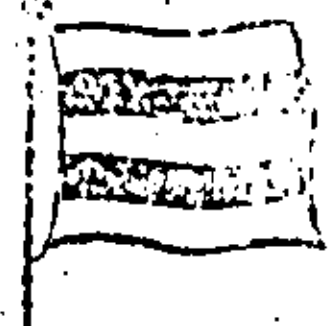
New Land Assessment.—The cadastral plans of the old Settlements have been revised for the information of the Assessment Committee and 178 lots amounting to some 600 *mow* of land now liable to taxation have been located and surveyed.

Settlement Extension Boundaries.—10 large and 35 small

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU.....	(MARSEILLES, LONDON, and ANTWERP) VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 6th October, at Noon.
SANUKI MARU.....	Kobe and YOKOHAMA.	THURSDAY, 12th October, at Noon.
*KISSHI MARU.....	(VICTORIA, B.C. and SEATTLE.)	THURSDAY, 19th October, at 4 P.M.
TAMBA MARU.....	(MARSEILLES, LONDON & ANTWERP) VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	SAUNDAY, 21st October, at Noon.
KASUGA MARU.....	(NAGASAKI, KOBE and YOKOHAMA)	SAUNDAY, 21st October, at 4 P.M.
HAKUAI MARU.....	(VALDIVIA, SINGAPORE, SWATOW, AMOY, SHANGHAI, WU HAI WEI, CHEFOO, CHINA, and NAGASAKI)	THURSDAY, 29th October, at Noon.
YAWATA MARU.....	(MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.)	FRIDAY, 27th October, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Prince Central.

A. S. MIHARA, Manager.

Hongkong, 2nd October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS, &c., &c., &c.

Best Port Order Executed.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. (1239a)

Dr. KNORR'S ANTIPYRINE

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN

(Registered Trade Mark.)

SOLUBLE CASEIN SILVER PREPARATION.

Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO., SOLE AGENTS FOR CHINA, BEWARE OF SPURIOUS IMITATIONS.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

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No. 6, Le House Street, Prince Central.

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FRESH STOCK OF NEW STYLISH

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AT LOW PRICES.

Hongkong, Canton, and Japan Views.

D. NOMA.

No. 12, Queen's Road Central, Opposite the City Hall.

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply c/o This Office.

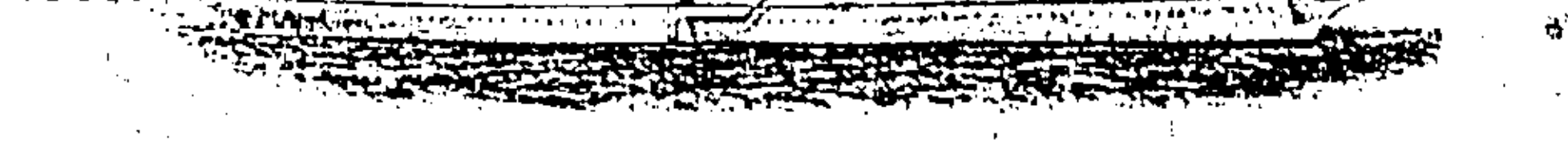
Hongkong, 18th August, 1899. (1038a)

Hongkong, 19th August, 1899. (1038b)

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships - 6,000 Tons - 10,000 Horse Power - Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER B.C. in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PACIFIC STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (The Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddlers Street.

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU...Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Thursday, 19th Oct., at Noon.

AMERICA MARU...Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Tuesday, 14th Nov., at Noon.

HONGKONG MARU...Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Sunday, 9th Dec., at Noon.

THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. (1310)

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A. I. American Ship

"ST. MARK" Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to

ARNOLD, KARBURG & Co., Ltd.

FOR NEW YORK.

THE 3/3 A. I. American Ship

"CHALLENGER" Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to

ARNOLD, KARBURG & Co., Ltd.

Hongkong, 19th September, 1899. (974a)

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ALEX. GAVIN, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL" Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 30th September, 1899. (1330)

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

City of Duluth...J. R. Rae...Oct. 14.

Bronxville...J. R. Rae...Oct. 28.

Queen Adelaide...J. E. McNeil...Nov. 18.

Saint Louis...J. W. Atwell...Dec. 9.

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Nonmouthshire...J. W. Evans...Oct. 7.

Abercrombie...J. W. Evans...Oct. 11.

Nonmouthshire...J. W. Evans...Dec. 23.

Abercrombie...J. W. Evans...Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application; Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED.

General Agents.

Hongkong, 18th September, 1899. (1330)

CARBOLINEUM AVERNARIUS USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, LINS-MANN & Co.

Hongkong, 11th September, 1899. (1330)

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.) (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SAVOIA	HAVRE and HAMBURG.	12th October.
*HEIDELBERG	(LONDON with transshipment in HAMBURG)	12th October.
Schneider	HAVRE and HAMBURG.	About 31st November.
ANDALUSIA	(LONDON with transshipment in HAMBURG)	About 15th November.
Schnefeldt	(LONDON with transshipment in HAMBURG)	About 20th November.
*SHIRAZ	HAVRE and HAMBURG.	About 20th November.
Hidebrandt	(LONDON with transshipment in HAMBURG)	About 30th November.
HAMBERG	HAVRE and HAMBURG.	About 30th November.
Mayer	(LONDON with transshipment in HAMBURG)	About 30th November.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra...about Oct. 13.

Belgian King...about Oct. 31.

Vancouver...about Nov. 15.

Carlisle City...about Dec. 15.

THE Steamship

"THYRA" will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY the 15th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. (1330)

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro...Friday, 27th October, at Noon.

City of Peking...Tuesday, 21st Nov., at Noon.

City of Shanghai...Saturday, 16th Dec., at Noon.

China...Saturday, 16th Dec., at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on FRIDAY, the 27th instant, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 3rd October, 1899. (1330)

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LOGGERS.

N.B. - CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING, FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen...Wednesday 11th Oct.

Bayern...Wednesday 18th Nov.

König Albert...Wednesday 13th Dec.

Prinz Heinrich...Wednesday 17th Dec.

Preussen...Wednesday 10th Jan.

Karlsruhe...Wednesday 24th Jan.

Sachsen...Wednesday 21st Feb.

Hamburg...Wednesday 7th Mar.

ON WEDNESDAY, the 11th day of Oct., 1899, at 9 A.M., the Company's Steamship "SACHSEN" Captain F. Mentz, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 6th October. Cargo and Specie will be received on board until 4 P.M. on TUESDAY, the 10th October, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 10th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

JOTTINGS FROM A FORESTER'S DIARY.

After years of ineffectuality I at last managed to buy a big horned rufous, a S. 13, 8-bore, by Joseph Bourne, a rifle which must have had great experience before it came into my hands, having belonged to that good and true sportsman Major Nicholson, one of the pioneers of coffee-planting on the Nilgiris. I was stationed in the heart of a magnificent blue pine forest, but one which had been rather shot out at that time, as far as big game was concerned, by sportsmen from all parts of India. My chief, too, a most ardent and successful sportsman, had shot a lot of bulls and also ibex in the adjoining hills. Who that has ever been at Mount Stuart in the Coimbatore District, between September and February, will ever forget it for its delightful climate, scenery and shooting; but also who will ever forget the who who had the misfortune to be there, for the present writer has, during the best of the year, for its heavy and continuous rain and general unhealthiness. There were two settlements of jungle tribes up there in my time of most opposite characteristics. The Kaders dwellers as much as possible on the hills, and the evergreen or semi-evergreen forest, proud of their cattle, loth to work, and of course non-eaters of beef in any form and as a rule very poor shikaris, these hid their "hadi" at Ulundi just across a pass in a range of hills between the Tunacadaon and the Venar valleys. The Mulcers, the other tribe, were dwellers in the valley-forests, in apparently the most densely places, a hardy robust race, though as a rule very poor hunters and absolute gorgers of bison beef although they would not eat the ordinary or garden cow. As shikaris as keen as mustard and splendid trackers.

Peaceful principles among them was "Andi" and "Andi," the incomparable, until the two lawless presents of successful sportsmen and consequently made him get considerably above himself, and I hear he lost the post he had in the Forest Department. What has become of him now I do not know. At the time of which I write Andi was in his prime. Never so much so as when he could get rid of his rarest quarry, a uniform and return to his natural costume of a very evil-smelling cloth, which had once been white in days long ago. This well tucked up round his loins, was his sole adornment, and his sole equipment a knife, without which no jungle man considers himself safe. There were several other good trackers among the Mulcers, but Andi was the acknowledged headman, and I fear I forgot the names of the others who always attended him to spend out and pick up a lost track, to bark back and to carry one's spare guns.

The 4th of November, 1888, then at 5 a.m. found me ready, after a hasty *chota haari* of toast and tea, for a day out after bison. "Andi" and his friends were of course waiting as keen as I to get off. Mount Stuart was so situated, that a very early start was not really necessary as bison tracks were often picked up close to the bungalow. At the time, however, I was widening and trying to improve the road to the plains and laying down a tramway thereon for timber transport. Nearly two miles of work, and repeated dynamite blasting did not, of course, tend to pacify bison or other denizens of the jungle, so after a short consultation as to whether we should go towards Sungam or Tunacadaon, we eventually went down the hill towards the latter place, right at the bottom of the valley. Here, in former days, the Forest Officer in charge used to live, a more deadly hole it would be hard to imagine, its redeeming feature being that it commanded a lively view of a waterfall which in the rains was a decided attraction of a visit. The morning was cold and bracing, and we negotiated the rocks over the waterfall and got into some rather thick old Kumi (taungya or tuckie) full of lanterns. In ten minutes we were drenched with the dew. Andi was evidently making for some pet spot as he was going hard with no attempt at stalking, when suddenly with a rush and a crash off charged a herd of bison to our right. It was impossible to see anything, so we stood alone and silent and heard them go down the incline to our right and cross the stream some way below the waterfall. The clattering caused by this now ceased and all was still. Quietly but rapidly we pushed along the tracks, which of course were very plain and for four hours did we plod on, the herd jinking repeatedly, always to get out wind, and then off for a burst of a mile or so. It was on such occasions that Andi showed his mastery skill. He suddenly stopped, pulled out his roll of tobacco and bit and a chew all round followed, advising me at the same time to take my tiffin which I had brought within a small bag. This I hurriedly did washed down with a great drink of water. We had had a very hard time of it and I was saturated with dew and perspiration. Andi and my gunners were now ready and off the great man started in the opposite direction, to which the tracks were leading. In my best Tamil I protested as I thought he had given it up, but no simply saying "It's all right sir, we shall pick up their tracks over at the foot of those hills" (the *vegal* range). On he went and right enough we did the bison having gone round in a semicircle, after reaching the compartment we were then talking over where the smell of humans was too much for them. They had now quietened down considerably, having stopped grazing although still travelling. The wind, too, was favourable what little there was, and for two or three hours we toiled on almost noiselessly, continually stopping and listening, not a sound though to be heard except the occasional chatter of a Malabar squirrel as he looked down upon us from above and swore volubly jerking his tail the while to lend emphasis apparently to his bad language. On we crawled crossing the fire line and path running up through the Ulundi gap until I looked very much as if they were making for Kharlan Shola. It was now getting late, we had a long way to get back, but as there was a determined look on Andi's face I held low. Suddenly, for reasons only known to the bison mind, we saw that the whole herd had turned at right angles as if to cross the range I have mentioned several times as dividing the Peria and Tunacadaon valleys. Andi stopped, scratched his head, spat copiously and looked at me. "Well," I said, "they are going over the range, it's very late, we had better chuck it," or its equivalent in Tamil was his reply. The hill was steep, and experience had not then taught me that bison seldom potted about grazing on a steep hillside, so not to be beat and determined to blood my new rifle I decided to go on. Lord, what a struggle that was. Bamboos had killed two years previously and the place was thickly strewn with them. The struggle to get over or under these quietly with the bison, every sense on the alert for the slightest noise, my pulses throbbing with excitement and the slightest my 8-bore which I had refused to relinquish after we got on their tracks for the second time, all combined to make that up-hill climb one I shall never forget.

How eagerly I looked forward through the trees and bamboos for the sky which would show a top was near. Quietly we struggled on, until we were within 50 yards or so of the top, when I stopped. Andi with a click of my tongue, and sat down and rested to try and get my breath a bit. A crack of a bamboo, and we sat breathless listening, when suddenly

just over the ridge there was the whistle of a fall and there stood a cow with end on to us grazing quietly—evidently the last of the herd and quite unsuspecting. A pleased grin spread all over Andi's face, and I felt almost hysterical with excitement. Slowly, very slowly, the dark form moved onward and disappeared over the ridge, and very slowly and cautiously we crept forward. We could distinctly hear the whole herd browsing and grazing about just over the ridge. Forward foot by foot did I creep, now of course leading, and when we topped the ridge we covered in some long grass for there was the whole herd not 30 yards from us grazing unconcernedly. We could not detect the bull though, and were peering about in all directions, when a cow suddenly threw up her head and came straight at us. It was a very fine cow, and I was very excited, so I hope you will all forgive me, brother sportsmen, when I say I converted her behind the shoulder and fired. There was the usual mad rush, when suddenly Andi clutched my arm desperately and pointed straight in front. There to my astonishment I saw a fine bull standing practically in the very place I had seen and fired at the cow.

Andi had instinctively released after my first shot, not knowing there was no time to waste I threw up my rifle again and fired just as the bull had made up his mind to follow his harrier. Quickly jumping up we followed the tracks. Blood was splashed all over the leaves and ground, and within 40 yards we came upon the cow dead. This not only did not interest me, but I already felt heartily ashamed of myself, especially as my boss was in camp with me and he, I know, good sportsman and kind friend as he was, would not say much but would think a lot. To my joy then we found lots of blood on the bull's tracks. We followed him up same way, but it was rapidly getting dark, the undergrowth was very thick and as the bull would have about 10 to 1 the best of us if he charged I reluctantly gave it up and went back to Mt Stuart, which we did not reach till past 8 o'clock thoroughly done up and not altogether happy. However my chief let me down very lightly, and next day to make a long story short Andi went and brought in the bull's head to my joy and relief, and to his own great profit as I promptly paid him fifty "of the best" which I had promised him for my first bison.

"OLD FINCHIE," in the *Asian*.

CHICAGO COLLAPSE.

CITY GROWING SUPERSTITIOUS OVER THE FATE OF ITS VARIOUS COLISEUMS.

All Chicago is growing superstitious on account of the bad luck attending the various Coliseums which have been erected there. The first collapsed unaccountably in 1895; the second was burned down in 1897; and the third, in process of construction, recently swerved and by a symmetrical movement fell northwards, killing nine and injuring eighteen. The cause of the latter disaster is obscure, for the foundation was of solid ironwork of the best quality provided by the Pittsburgh Bridge Company.

The incident will probably strengthen the agitation in New York against framework skyscrapers.

DEFYING BOLTS AND BARS.

DRAMATIC STORY OF AN ESCAPE FROM PORTLAND.

Interviewed after the failure of his application for a summons against the Police Commissioner at Bow-st, Bartlett, the ex-convict, a little old man told the following astounding story of his escape from Portland in 1868. "One day I managed to pick up a small piece of hoop-iron. That seemed like a godsend. Every time I visited the laundry I got under iron-hooping with me and worked like a nigger to make it into a saw. I did it in fear and trembling, for the slightest sound would have betrayed me, and instead of liberty I should have had the cat. Then another stroke of luck awaited me. I found a convict who had got a little bit of file. He had no ambition, and said the file was no good to him. I gave him my dinner for it, and with the file I was able to complete the saw. When I managed, by working stealthily every evening after I had been locked up for the night, to saw through the wood flooring of my cell.

"Every night I had to replace the boards, so that the warders should not see what I had done. The space beneath my cell was lined with sheet iron, but I eventually got through that with my file. Then I got into an air-shaft, and saw my way clear to liberty. "With my sheets I had made a rope, and as luck would have it I had picked up a piece of wood called a 'dog,' with iron hooks at each end. Then I went down the passage it had taken me three months hard labour to make.

"After reaching headquarters other members of the expedition explored regions hitherto unknown, and important scientific work was done by Lieutenant Evelyn B. Baldwin of the United States Weather Bureau, Dr. Edward Hoffman, of Grand Haven, Mich., and A. Harlan of the United States Coast Survey.

The expedition killed fourteen bears and many walrus.

The *Capella* arrived at Cape Tegethof in search of the expedition on July 27th last. On August 9th she met the *Stella Polaris*, bearing the expedition headed by Prince Luigi, Duke of Abruzzi, which had sailed from Archangel to reconnoitre the north-west coast of Franz Josef Land and to meet, if possible, the Wellman expedition. Mr. Wellman and his companions found no trace in Franz Josef Land of the missing aeronaut, Professor Andree.

Having told how he lay concealed in the chapel for 33 hours, during which period a service was held, Bartlett stated that he afterwards broke into the Clifton Hotel, where he found some bread and meat, cheese, and tobacco, a hat and some clothes.

SIX DAYS IN A CHAPEL. Bartlett proceeded, "and out of a black coat I made a pair of trousers, and put on another of the stolen coats which happened to be made of velvet. The food I divided into six portions, and for six days I was concealed beneath that Communion table. There were frequent services, and what was still worse, the priest used to come in at night for private devotions. At last I had more than enough of it, and broke into the priest's house with the object of obtaining some money. I obtained a silver plate, but that was of no use to me. I obtained a white stole, however, and with that made something resembling a shirt. Feeling now fairly confident as to my appearance, I walked down the road and saw a milkman who, I afterwards found, gave information about me."

Finally Bartlett described his flight across country, his ultimate capture about 19 miles from Portland, and his sentence of eight years' penal servitude for the burglary of the Clifton Hotel.

THE GOLD MINING INDUSTRY OF THE TRANSVAAL.

Reporting upon the gold mining industry of the Transvaal in 1898, the State Mining Engineer states that the number of mining companies paying dividends increased from 27 in 1897 to 45 last year, and the amount distributed in dividend, which in 1897 was £2,943,831, rose last year to £3,089,715, that being at the rate of 23.08 per cent. on the capital of the companies. In 1897 there were 64 companies, with a capital of £2,018,734, which were producing, but not paying, dividends, while in 1898 the number of companies in this category fell to 52, with a capital of £14,654,636. Of non-producing companies, the number in 1897 was 106, and in 1898 it was reduced to 40, so that making allowance for companies that entered the producing and dividend-paying stage, it will be seen that a large number of companies ceased working operations during the year. These, however, were for the most part of a worthless character, that had been foisted upon the public during the South African boom. The total gold production for 1898 amounted to £16,240,030, as compared with £11,053,725 in 1897, and out of this total output the Witwatersrand produced 93.20 per cent. The mills contributed 65.68 per cent. of the output, that being a slightly smaller percentage than in 1897 from chemical treatment, 34.20 per cent. was derived, one-fifth of which was obtained from the treatment of slimes. The average per ton of ore was 408 7d. per ton, as compared with 395 9d. in 1897, this improvement in grade, we are told, being entirely due to the improved sorting appliances, combined with the additional extraction from slimes, and the closing of several of the low-grade propositions.

THE WELLMAN ARCTIC EXPEDITION.

TERRIBLE SUFFERINGS.

A dispatch from Tromsø (Norway) of August 17th states that Walter Wellman and the survivors of the Polar expedition led by him have arrived on the steamer *Capella*, having successfully completed their explorations in Franz Josef Land. Mr. Wellman has discovered important new lands and many islands.

The expedition brings a grim story of Arctic tragedy. In the autumn of 1898 an outpost called Fort McKinley was established in latitude 81°. It was a house built of rocks and roofed over with walrus hide. The Norwegians, Paul Bjorvig and Bert Bentzen, the latter of whom was with Nansen on the *Fram*, remained there. The main party wintered in a canvas-covered hut called Harnsworth-House, at Cape Tegethof on the southern point of Hall's Island, latitude 80°.

About the middle of February, before the rise of the sun above the horizon, Mr. Wellman with three Norwegians and forty-five dogs started north. It was the earliest sledge journey on record in that latitude. On reaching Fort McKinley, Mr. Wellman found Bentzen dead, but Bjorvig, according to promise, had kept the body in the house, sleeping beside it through two months of Arctic darkness. Notwithstanding his terrible experience the survivor was safe and cheerful.

Pushing northwards through rough ice and severe storms, with a continuous temperature for ten days of between 40 and 10 degrees below zero, the party found new lands north of Freedom Island, where Nansen landed in 1895.

By the middle of March all hands were confident of reaching latitude 82° or 83°, if not the Pole itself. Then began a succession of disasters. Mr. Wellman, while leading the party, fell into a snow-covered crevasse, seriously injuring one of his legs and compelling a retreat. Two days later the party was aroused at midnight by an ice-quake under them, due to pressure. In a few moments many dogs were crushed and the sledges destroyed. The members of the expedition narrowly escaped with their lives, though they managed to save their precious sleeping bags and some dogs and provisions.

Mr. Wellman's condition became alarming, inflammation having set in, and the brave Norwegians dragged him on a sledge, by forced marches, nearly 300 miles to headquarters, arriving there early last April. Mr. Wellman is still unable to walk and will probably be permanently crippled.

After reaching headquarters other members of the expedition explored regions hitherto unknown, and important scientific work was done by Lieutenant Evelyn B. Baldwin of the United States Weather Bureau, Dr. Edward Hoffman, of Grand Haven, Mich., and A. Harlan of the United States Coast Survey.

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For Sale.

FOR SALE.

HOTEL BUSINESS IN NORTHERN PORT. Long Lease at very Low Rental, Good paying concern. Owner obliged to return to England through ill health. For further particulars, apply in First Instance, by Letter to

G.W.W. Office of this Paper. [1777a]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAD BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT BUTTERFIELD & SWIRE, HONGKONG, 14th May, 1896. [18]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWAN FOO.

THE Company's Steamship

"THALES," Captain Hall, will be despatched for the above Ports, TO-MORROW, the 4th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers. Hongkong, 3rd October, 1899. [1251a]

FOR MANILA.

(Taking Cargo at through Rates for LTOLO.)

THE Steamship

"SALVADORA," Captain Goitoleto, will be despatched as above TO-MORROW, the 4th instant, at Noon.

For Freight or Passage, apply to BRANDAO & Co., Agents. Hongkong, 3rd October, 1899. [1251a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIWAN," Captain Nelson, will be despatched as above TO-MORROW, the 4th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 3rd October, 1899. [1146a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIWAN," Captain Nelson, will be despatched TO-MORROW, the 4th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. M.A. Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. CO. and vice versa. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 3rd October, 1899. [1147a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG," Captain P. H. Rolfe, R.N.R., will be despatched as above TO-MORROW, the 4th October, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 30th September, 1899. [1244a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON," Captain Grier, will be despatched as above on THURSDAY, the 5th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 2nd October, 1899. [1148a]

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"BENLARI," Captain Krobble, will be despatched as above on SATURDAY, the 7th October.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 28th September, 1899. [1235a]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE New Steamship

"PING SUEY," Captain C. de La Perelle, will be despatched for the above Port, on SATURDAY, the 7th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 30th September, 1899. [1200a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU," Captain S. Nagata, will be despatched for the above ports, SUNDAY the 8th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents. Hongkong, 2nd October, 1899. [1213a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"LALOHAS," Captain Gregory, will be despatched as above on TUESDAY, the 17th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1216a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES," Captain Pulford, will be despatched on TUESDAY, the 17th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 25th September, 1899. [1216a]

Shipping.

STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.

"ARGYLL," will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" at Intervals S.S. "AFGHANISTAN" of 2 weeks.

For Freight, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 7th September, 1899. [111a]

Consignees.

THE P. & O. S. N. Co's Steamship

"PARRAMATTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., or S.S. *Himalaya*, From Persian Gulf, &c. B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 5th October, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 29th September, 1899. [13]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent. Hongkong, 30th September, 1899. [2]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE," FROM PORTLAND, OR, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents. Hongkong, 2nd October, 1899. [4]

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCE on Bowen Road (now in course of erection).

PROPERTY lately occupied by the Bowington Saw Mills.

GROUND FLOOR, 52, PEEL STREET, OFFICES—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

"HARFORD," MAGAZINE GAP, No. 4, RIFON TERRACE. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 28th August, 1899. [12]

TO LET.

OFFICE ROOMS on 1st floor of No. 2, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).

Apply to Comptroller Office, E. C. HOCHAPPEL, Hongkong, 23rd March, 1899. [398a]

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates. Apply to

Hongkong, 17th May, 1899. [664a]

Intimations.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1897. [11]

KUHN & KOMOR, JAPANESE F

